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JK Incoming
C/025/0005

From: "Bobbi Bryant" <swi.utah@gmail.com>
To: <daronhaddock@utah.gov>
CC: <mnoel@xpressweb.com>
Date: 5/22/2008 5:52 PM
Subject: Alton Coal Mine/Coal Hollow Project C/025/0005

Dear Mr. Haddock - As a resident of Garfield County I want to express my opposition to the proposed strip coal mine in Alton, Utah. The reasons I am opposed to this coal mine is as follows, but more importantly, I do not believe the principals of this coal mine have communicated with us (we have not heard from anyone since Allen Childs was with the project). I know they met the requirements of posting the notice of their application in newspapers but, knowing that the residents of Garfield County will be directly affected by this mine why did they not post it in our local newspaper.

When we did talk with Mr. Childs we were told that this coal would be transported out of the state via rail in Cedar City and used for another source than energy as it was not the quality of coal that can generate energy. Many people supporting this mine feel it will be used for energy and it will stay in Utah. This needs to be clarified before permitting. Proper bore testing - I request proper and further testing be done in this proposed mine area to see what levels of mercury, selenium and other potential toxins are in the coal and how the blasting, cleaning and transporting the coal will affect all of us living in the surrounding areas, how particulate and coal dust will be contained, how our "100 year floods" will compromise the area and wash these toxins into local wells and streams. Kane County officials claim that Highway 89, Mormon Heritage Highway, can handle the additional 300 trucks daily but I feel they are erroneous in their statements. I am not professionally trained to disprove this but as a layman I can tell you, as I travel this highway, that there would be serious road damage creating hazards to those transporting the coal and others traveling the highway. Where has consideration been addressed regarding the tourist who slows down to take pictures along the highway of the beautiful scenery, sunrises and sunsets, those on bicycle or motorcycles and the RV's that do not go 65 miles per hour. Historically it has been proven that truckers will overburden their loads when they do not need to report to weigh stations. I see no proposal of weigh stations or any form or reporting that is being required that the trucks do not exceed the 40 tons they are reporting the trucks will carry in each load. I want to see actual studies and reports done that shows Highway 89 can handle the additional burden of weight and increased traffic. In those studies the safety of travelers (especially tourists) need to be addressed, how road repairs will be made and who will bear the costs of these repairs. Since the majority of the proposed route is in Garfield County I feel we taxpayers will be overburdened with the costs of these repairs and the inconvenience of road closures or one lane roads during these repairs. This needs to be addressed before permitting.

Economic impacts - Positive side - Alton Coal Mine told us they would be employing about 30 people at the mine plus the truck drivers. Since the Crandall Canyon mine closed there are plenty of unemployed, experienced miners who will be lining up to apply for the mining and driving jobs. From what I have been told the longevity of this mine is a maximum of 15 years but notoriously mining activity is for a shorter time frame. What happens to those people employed at the mines. Unemployment and economic devastation bhow is that positive? I have visited other mining towns and there has not been any increase in retail establishments or increase in

property values - just the reverse. I do not see this as a positive economic move for either Kane or Garfield County. In 2006 87 million US residents (16 and over) participated in wildlife-related recreation. 12.5 million hunters, 30 million anglers and 71.1 million wildlife watchers. Garfield and Kane Counties attract people in all of these activities and the spending in 2006 was \$122 billion dollars throughout the US meaning that the State of Utah had to benefit from a large portion of those monies. The mine will be an economic detriment to these activities.

The small village of Alton does not have any chimerical businesses yet the coal mine has appeased them by proposing an alternate route around the town to keep noise and traffic at a minimum. Why is this not being addressed in the towns of Hatch and Panguitch? We own a retail business in an historic building in Panguitch. The noise level and vibration from the increase of truck traffic we have had since the widening of Highway 20 is very noticeable. Frequently it is difficult to carry on a conversation with our customers because the truck noise is so loud. Many people make comments about this. It is hard to imagine what it would be like if you add 300 more trucks daily. Where has consideration been taken regarding the residents of Panguitch and Hatch, the negative impact the additional trucks will have to our tourism trade. Personally, most of my customers are visitors to the area to see Bryce Canyon. With the increase of truck traffic that visitor ship will drop as will our lodging and tourism tax. The monies coming from the mine will not economically equal or outweigh the income our county gets from tourism rather it will cause a decrease in income for our county. Right now 80% of the visitors coming to Bryce travel north from Zion. (The coal truck traffic will make it undesirable to travel this route and the visitor will then turn to the south through Kanab and to the North Rim. Who gains economically in this situation?) In order to get permitting to travel the existing proposed route monitors should be put on buildings and houses along the route to measure the noise decibel levels and what the vibration is doing to the wonderful, but soft, brick structures that make Panguitch a historical town and how these damages will be addressed or resolved. Highway 89 makes a "dog leg" at the flashing stop light in Panguitch and I watch the tandem trucks as they make the turn. They cannot make it from the proper turn lane and they cross over the yellow line into oncoming traffic. I believe that is illegal. How has that turning situation been addressed? It needs to be before permitting as does the other concerns regarding the traffic in these communities.

Transportation across Highway 20 - this highway has been greatly improved with the passing lanes, etc. but it is hazardous and difficult to travel during the winter months especially for trucks. When you consider a heavy tandem truck with 40 tons of coal driving in these icy conditions you can imagine the flip overs and accidents involving oncoming traffic, etc. Why haven't alternative ways of transporting this coal been taken into consideration (rail, pipeline, traveling down through Kanab and on to the railway).

Water and air quality studies need to be done presently and accounting needs to be taken into consideration regarding the control of pollution to our waterways and the air we breathe. Presently, Garfield County is in the top 30% in the US for clean air. The increase of truck traffic and the diesel fumes will pollute the air. The fine coal dust will pollute the air. This dust will seep into our waterways and aquifers and if the high levels of selenium and mercury are there we will find our water unfit for consumption. Just as we need energy to "turn on the lights" we need water to hydrate and nourish our bodies.

Bryce Canyon has seen a continual increase in overnight visitors who want to

experience our incredible night skies. The amount of visitors for this activity last year was around 30,000. They stayed in motels, ate and shopped a positive impact on our local and state economy. We need to account for the monies from this activity and how the night skies will be impacted by a 24 hour a day strip mine operation - lights at the mine and on the trucks, the dust generated polluting the air, etc.

Thank you for taking these requests and concerns into consideration.

Vince Salvato

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